

Today's
Advertisements.HONGKONG OLD VOLUMES
SOCIETY.

MR. W. V. DRUMMOND has kindly consented to deliver a LECTURE on "NATIONAL TROUBLE" in the ST. ANDREW'S HALL, CITY HALL, on MONDAY, the 15th January, 1900, at 5.15 P.M. Ladies and Members of the General Public are invited.

H. E. POLLOCK,
Hon. Secretary.

Hongkong, 12th January, 1900. [52b]



NOTICE is hereby given that the SANITARY BOARD will distribute RAT TRAPS on Loan, free of charge, to all Householders who may apply for them, or if preferred, will supply Bird Lime and Bait, to be used for the purpose of catching Rats in Houses and Godowns within the City of Victoria.

A REWARD of Two Cents will be paid for each Rat (however caught) delivered, whether Dead or Alive, at the Sanitary Board Office. By order of the Sanitary Board.

C. W. DUGGAN,
Secretary.Sanitary Board Office,
January, 1900. [54b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, KOBE AND
YOKOHAMA.

THE Steamship

"SACHSEN"

of the NORDDEUTSCHER LLOYD.

Captain F. Mentz, will leave for the above
places, THIS EVENING, the 12th instant, at
10 P.M.For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 12th January, 1900. [52]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES"

Captain Passmore, will be despatched for the
above Port, on SUNDAY, the 14th instant,
at Daylight, instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LARSEN & CO.,
General Managers.

Hongkong, 10th January, 1900. [49b]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"INDRAVELLI"

Captain Craven, will be despatched as above on
MONDAY, the 15th instant, at 4 P.M.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 12th January, 1900. [158a]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as
above on TUESDAY, the 16th instant,
at 4 P.M.
This Steamer has Superior Accommodation
for First Class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 12th January, 1900. [53b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"SZCHUEN"

Captain Hall, will be despatched as above on
WEDNESDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th January, 1900. [50b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR"

Captain Jackson, will be despatched on
TUESDAY, the 20th February.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th January, 1900. [51b]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN"

of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived,
Consignees of Cargo are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.Options of Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 19th instant, will be
subject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on THURSDAY, the 18th instant,
and MONDAY, the 22nd instant, at 9.30 A.M.
All Claims must reach us before the 25th
instant, or they will not be recognized.No Fire Insurance will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 12th January, 1900. [52]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"COPTIC"are hereby notified that their Goods are
being discharged into Lighters and
landed into their Godowns at Wanchai and
delivery may be had either from Lighters or
from Godowns upon countersignature of Bills
of Lading.Goods remaining undelivered after the 19th
instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 12th January, 1900. [5]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality,
Red Capsule.....\$14.40C.—FINE OLD VINTAGE, super-
ior quality. Black
Seal Capsule.....16.20D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottles) 20.40Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too favourably
known to need comment.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

BIRTHS.

At Liyang, Manchuria, on the 8th of De-
cember, the wife of the Rev. GEORGE DOUGLAS,
of a daughter, Helen Grant.On the 6th of January, at No. 15, Sans Souci
Terrace, Shanghai, the wife of LEONARD KERR,
of a son.

DEATH.

On the 5th of January, at No. 44, Rifle Range
Road, Shanghai, Mrs. J. A. BELL, aged 22.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 12, 1900.

NOTES AND COMMENTS.

A DISGRACEFUL DEED.

A more disgraceful and idiotic deed
than that of the Empress Dowager's
murder of Mr. Brooks, which we publish
in another column, it would be difficult to
find. It is in fact little more than an ex-
pression of regret at an occurrence which
happens to be annoying to the Empress on
account of its liability to cause some foreign
Power to make unpleasant demands and
enquiries. Everybody knows that mission-
aries are allowed to live in the interior and
we also know that no proper steps have been
taken by the Chinese Authorities in Shantung
to insure their safety. A weekly worded
deed such as the present one is likely only
to encourage outrage and will, we feel con-
vinced, have not the slightest effect towards
bringing the murderers to justice. To
denounce the implicated officials in severe
terms to the throne will not mend matters.
They should have been immediately de-
graded and shown once and for all that it
will not do to play with the lives of foreigners
as they have been in the habit of doing. We
trust that the troubles in South Africa will
not prevent the British Government from
taking the matter up with a strong hand and
convincing the Chinese Authorities that even
missionaries of English race cannot be
murdered with impunity.

THE WAR.

The telegram which we publish to-day
cannot be said to be either extensive or
exhaustive, but it contains one piece of news
at which everyone will rejoice. Lords
ROBERTS and KITCHENER have at last
reached the Cape and we may now look
forward to receiving reports of further British
action within the next few days. We do
not for a moment suppose that the move-
ments of Lord Roberts will be chronicled; he
will probably disappear for a time from our
ken and the first news that we shall get of
him will be when he has had time to grasp
the situation and has commenced to act.
He may go to join the Modder River force,
or towards Colesberg or to Durban, but in all
probability it will only be in the event of his
going to the latter base that we shall hear of
him, and that he should do so is hardly
likely, considering the very gloomy reports

we have had as to the strength of the Boer
position in Natal. Of one thing, however,
we may be assured and that is that we have
now the finest talent of the British Army at
the head of affairs. Whatever Lords
ROBERTS and KITCHENER make up their
minds to do they will carry out, at any cost,
and all we have now to do is to patiently
and confidently await a change for the better
in the position of affairs in South Africa.

THE GERMAN EMPEROR'S TELEGRAM.

We have heard several adverse comments
made upon the telegram despatched by the
German Emperor to the King of Wurttem-
burg, but we do not think that the incident
is one to raise any doubts as to Germany's
friendly intentions. We do not think that
it was sent in any hostile spirit, but simply
as stating the Emperor's views upon the
necessity of largely increasing the German
navy, while the reference to recent events
was doubtless only intended to make his
words carry more weight. We must give
the Emperor WILLIAM credit for seeing that
were Great Britain to become aggressive in
distant seas the German navy would be power-
less to interfere, for such would be the case
practically all over the world. The German
Emperor's present ambition is to have a
navy which shall be as strong in proportion
as the German army, and to gain this end
he will doubtless make use of every incident
which may be likely to bring his people
round to his way of thinking. The *Herzog*
incident supplied him with an instance and
he was quick to seize upon it. He has not
said in his telegram that our act was unwar-
ranted, but has simply, we think, pointed to
the fact that had it been so Germany could
only have protested and could not have
backed up her protest by force of arms.
The telegram only serves to show that the
Emperor is alive to his position.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

Arrivals of Lords Roberts and
Kitchener.

LONDON, January 10th.

Lords Roberts and Kitchener have arrived
at Capetown.

Ladysmith.

Twenty three deaths, from enteric fever,
occurred last week at Ladysmith.

The Recent Seizures.

The *Herzog* has been released at Durban.It is stated that Great Britain's reply to
Germany, in re the recent seizures, main-
tains the legality of searching vessels plying
to neutral ports.

Cape Colony.

General Gatacre has reconnoitred the
Boer position at Stornberg, where the enemy
was found in strength. After a few shots
were exchanged, the reconnaissance with-
drew.

HONGKONG VOLUNTEER GAZETTE SERVICE.

Portuguese Action.

LONDON, January 11th.

The Portuguese police at Lourenco Mar-
ques have stopped Portuguese recruits for
the Boers on the frontier. In future no one
will be allowed to cross the border without
a permit from the Governor.

A Loyal Act.

The *Times* understands that the *Union*
and *Castle* lines have withdrawn from the
Delagoa Bay trade in order to prevent the
use of their steamers for interests unfavour-
able to Great Britain.

WEATHER REPORT.

The Observatory report says:—

On the 12th at 11.55 a.m. the barometer has
fallen slightly and the China coast, risen moder-
ately in Japan. Pressure is highest over China,
lowest to the E. of Japan. Gradients slight to
moderate, with moderate and fresh monsoon on
the coast and in the N. part of the China Sea.

FORECAST:—Moderate N. to N.E. winds; fine.

LOCAL AND GENERAL.

We have received a very handy date book from
the North British and Mercantile Insurance
Co., Limited.THE enquiry at the Magistracy into the West
End fire yesterday, was further adjourned after
some more evidence regarding the contents of
the godowns had been taken.ONE result of the Transvaal war is, the *Rangoon*
Times hears, that the Mounted Company of the
Rangoon Rifle Volunteers has lost the valuable
services of its Dutch members.Two new post-cards have been issued by the
Siamese Post and Telegraph Department for
foreign postage, a single post-card at 4 atts,
and a double (reply) post-card at 8 atts.THERE will be a football match at Causeway
flay between the Hongkong Engineers' F.C.
and H.M.S. *Barfleur*'s F.C. to-morrow. Kick-
off 4 p.m. The following will play for the
Engineers:—Moore, Lapsley, Dyer, Ritchie,
Wilson, Tuohy, Duncan, Smillie, McQuire,
Horton and Blades.THE body of the man who committed suicide
by jumping into the river on Wednesday morn-
ing has not yet been recovered, says the
N.C.D. News of 8th instant, and two residents
of the Settlement are still regarded as 'missing',
notwithstanding the efforts of the Police to
trace their whereabouts.THE Band of the Hongkong Regiment will
play at the Hongkong Hotel, to-morrow (Sat-
urday) evening, from 8 p.m. to 9.30 p.m.:

PROGRAMME.

March....."Hearts of Oak".....Blair.

Valse....."Katharine".....Blair.

Scherzo....."Coco Rottet".....Blair.

Gavotte....."Alexina".....Blair.

Song....."Venetian Serenade (A. G. W. Jones)"

Polka....."Iris".....Blair.

Song....."God save the Queen."

THE friends of Mrs. Theodore Schnell will be
glad to learn that the Chinese Government
have granted her the sum of Tls. 10,000 and
bought over the coal mine property in which
her late husband had invested.

WE notice, says the *N. C. D. News*, that
preparations are being made to take away the
Dund wall of Dent & Co.'s old property. We
trust that the inscription carved on it by a
bluejacket nearly forty-six years ago, which is
one of the landmarks of Shanghai, will be
preserved. It occupies three bricks and reads
"J. H. M. S. Encounter June 1st 1854."

THERE was a very severe storm on the 23rd
ult. It struck the coast at Osaka, Numazu and
Hamamatsu, and did great damage, wrecking
many junks and fishing boats. Thirty-four
lives are said to have been lost, and some
twenty persons received injuries. The gale
seems to have been very sudden. It burst out
shortly after sunset, and was accompanied by
thunder and hail. In Tokyo and Yokohama it
was felt also, but did not cause any disasters.THE rebels in Formosa are still active. A tele-
gram from Taipei dated the 18th ult., says that
a party of them recently attacked a gendarme
station about 20 miles from Tainan, at a place
the name of which we can not identify, and
that they killed two gendarmes. The village
where this occurred has always been a rebel
head-quarter, and drastic measures to clear out
the malefactors were adopted last July and
August. Apparently the result was not com-
plete.A VERNACULAR paper states that soon after
judgment was passed in the Miller appeal case
in the Tokyo Court of Cassation the other day
rejecting the appeal, the news was immediately
sent to Miller in the Kajibashi Prison, when
the prisoner listened in silence to the text of
the judgment read by a clerk and after a few
minutes' pause, with bowed head, calmly ex-
pressed his regret at having to die in a foreign
country, although for offences which he had
committed. It is stated that the execution will
be held probably towards the end of January.
—*Japan Herald*.YERSIN's serum, a quantity of which has been
procured from Saigon through the good offices
of the French Minister in Tokyo, is said to
have the potency of reversing the rate of mor-
tality in cases of pest: that is to say, whereas
70 or 80 per cent. of the persons attacked per-
ish without the aid of the serum 70 or 80 per
cent. recover when the serum is used. How im-
mense must be the gratification of the inven-
tor of such a cure! He recognises in him-
self the direct saviour of thousands upon
thousands of lives and the averter of mourning
from innumerable households. —*Japan Mail*.A TRAIN, carrying many Reservists, drew up
at the platform of an Irish junction the other
day, where stood a servant of the company,
porter or platelayer, who, on seeing the Reserv-
ists, called out for cheers for the Boers. In-
stantly a Reserve man left his carriage, and
without a moment's delay knocked down the
porter, and gave him probably a sounder
thrashing than he had ever had in his life. The
station master and some policemen at hand
loudly applauded the Reservist, who, having
administered exemplary chastisement, quietly
re-entered his carriage and proceeded on his
journey.SOME further details about Midshipman Bol-
doro's being detached for service in Natal are
to hand in a private letter, says the *Singapore*
Free Press. He landed with a search light
party, with maxim guns, &c., at Durban on
the 7th Nov. and is understood to be now about
Chieveley. He is the only midshipman selected
from the *Terrill* to be sent to the front,
an honour that Capt. and Mrs. Boldero
appreciate. (By the way it is understood that
the *Terrill* landed no fewer than 29 guns at
Durban. Two 4.7s, eighteen 12-pdrs., and
nine maxims. So it is possible that the six
naval 12-pdrs. that were lost, for a time, at
Colenso, were a batch of these guns from the
Terrill.)It is reported in native official circles that
Kang Yi and Li Ping-heng who have always
shown themselves the most bitter enemies of
Reform have again begun to rake up the ashes
of last year's "Conspiracy of Reformers," as
they term it, and have selected the ex-Imperial
Tutor, Wang Tung-ho, now retired, as their
victim, regarding him as the head of the Reform
Party, as Wang's strenuous support of Kang
Yu-wei and strong recommendation of him to
the Emperor are considered as having opened
the way for the Reform movement in Peking.
Whatever these two bigots have secretly said
to the Empress Dowager is still unknown to
outsiders, but the wrath of their Imperial Mis-
tress is plain enough, it being stated that she
intends soon to have the unlucky ex-Imperial
Tutor bound in chains and brought up to
Peking to undergo a trial for his "treachery."
—*N. C. D. News*.It is stated that the Tsungli Yamen has sent a
circular dispatch to the various high provincial
authorities, authorising them to send abroad
each a large number of students for the purpose
of studying one of the three professions, viz:—
Scientific Agriculture, Mechanics, or Com-
mercial affairs. Six years are to be allowed
each student to complete his studies and the
expenses are to be defrayed by the Imperial
Government. The student who wishes to take
advantage of these conditions must first apply
to his own local authorities who, in turn, will
petition to the Viceroy or Governor of the pro-
vince, the latter to report the matter to the
Throne for approval before sending the student
abroad. Proclamations in regard to the above
will soon be posted in the various Treaty ports,
prefectural cities and towns, and it is estimated
that before the end of 1900 some 1,000 to 1,200
students can be thus sent abroad to the various
countries of Europe and America. —*N. C. D.*

WE regret to record the death of an old resi-
dent in the late Mr. John Maclean which oc-
curred last Saturday evening at the French
Hospital, says the *Star Free Press* of 26th
ult. The deceased had long been ailing in the
hospital with kidney complaint. The
funeral obsequies were held in the Church of
the Assumption on Sunday morning and the
Rev. Pere Colombet performed the last sad
rites at the Catholic Cemetery.

PROBABLY, says a recent issue of the *Bangkok*
Times, one would require to be an "oldest
inhabitant" to find a parallel for the present
surprising weather. For a week past the south-
west monsoon has been blowing all down the
gulf, and we are in consequence having mild
weather and frequent showers in the very
middle of the cold season. Weather prophets
say we shall pay for it presently by a cold snap
here and storms in the Gulf when the north-
west monsoon manages to reassert itself.YESTERDAY Messrs. Hughes and Hough
offered for sale by auction six lots of property
by order of the official trustee and in pursuance
of an order of the Supreme Court of Hongkong
the lots being part of the estate of Mahomed
Arab, deceased. Lot 1, No. 10, Upper Lascar
Row, was bought by Mr. A. Razack for \$2,350;
lot 2, No. 21, Upper Lascar Row, by Mr. Wong
Shan Lam for \$4,750; lot 3, No. 23, Upper
Lascar Row, by Mr. Wong Yan Shan for
\$3,725; lot 4, No. 22, Lower Lascar Row, by
Mr. Kwong Yan Shan for \$3,850; lot 5, No. 24,
Lower Lascar Row, by Mr. Kwong Yan Shan
for \$3,500; and lot 6, No. 19, Square Street, and
No. 150, Hollywood Road, by Mr. Cheung Sun
Chun, for \$9,950.CLEARLY there is room for a school of me-
chanical engineering in China. Lord Charles
Berkeley's account of his wanderings among
Chinese forts and arsenals and engineering
shops reads like a chapter from "Alice in
Wonderland." The Chinese must have lost
more men in "accidents" at practice with their
big guns than they did in fighting the Japanese.
Not that a few hundred Chinamen more or less
seems to matter, still even a mandarin
may be brought to believe that it is as
well to know which is the discharging end of
a breechloader, and that it is advis-
able not to load the guns, in the magazine.
There is quite a useful field for British
mechanical engineers to teach these childlike
people, who are intelligent enough when taught.
The question concerns our manufacturing
engineers, too, for China will be wanting not
so much guns as railway engines, rails and tools
in the immediate future, and it will not do to
sit down while the active German or American
picks up all the trade. Lord Charles asks for a
British school of engineering in Hongkong to
begin with, a place where the Chinese language,
history, and political geography will be taught.
If such a school were established we could hold
our own. But it must be started at once, and a
British exhibition of mechanical products might
be opened on the mainland at the same time.
—*P. M. Gazette*.MEETING OF THE FOOTBALL
SHIELD COMMITTEE.Yesterday evening a meeting of the Football
Shield Committee was held and
took into consideration the protest made by the
25th Co. S.D., R.A. against the Referee's de-
cisions in their match against the Hongkong Foot-
ball Club, asking that the game might be replayed.
The different points in the protest were most
carefully gone into and discussed, it being finally
unanimously decided that the request of the
protestants should be refused but it was agreed
that the protest fee should be returned.The drawing for the Shield Ties them took
place and resulted as follows:—

1—Royal Engineers v. H Company, R.W.F.

2—G Company, R.W.F. v. Hongkong Foot-
ball Club.3—25th Company, E.D., R.A. v. B Com-
pany, R.W.F.4—Engineers' Institute v. 38th Company,
R.A.The first mentioned team has choice of
ground and must provide ball. The time of
kick-off must be not later than a quarter past
four. The second round must be completed
on or before February 10th next.

Semi-finals.

The semi-finals were then drawn as follows:

Winner of (4) v. Winner of (2).

" " (3) v. " " (1).

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

Before His Hon. W. M. Goodman (Acting
Chief Justice.)

January 11th.

HUNG HUI CHING v. THE CHINA TRADERS'
INSURANCE COMPANY, LIMITED.In this case the plaintiffs claim \$44,318.34
for loss upon cargo insured by the defendants
and shipped by the plaintiffs from Tientsin to
Amoy upon the steamship *Actia*, which vessel
was totally lost on or about the 9th day of Nov.,
1898. The plaintiffs further claim their costs
of suit.Mr. W. V. Drummond and Mr. E. Robinson
(instructed by Messrs. Denny and Bowley)
appeared for the plaintiffs and Mr. J. J. Francis,
Q.C., and the Hon. H. E. Pollock (instructed
by Messrs. Johnson, Stokes and Master) for
the defendants.The following composed the special jury:—
Messrs. G. Moxon (foreman), C. W. Dixon, E.
W. Mitchell, A. Babington, C. C. Ingham,
T. I. Rose and G. P. Lammer.Mr. Francis, continuing his opening address
to the jury read and quoted from the corres-
pondence between the interested parties show-
ing that the intention of the Company was to
insure a full cargo from Tientsin, Newchwang,
Chiocho, Tamsui and Amoy, and not an in-
complete cargo from Tientsin to Amoy. He then
went through the evidence as given before the
Commission at Tientsin, pointing out that the
agent, Pak Kai, at Tientsin of Hong Hui Ching
was his own man and not an independent party
as claimed in the evidence for the plaintiffs and
which he denied when in the witness box in
News.

Also by these proceedings Mr.
Francis went on to show that Plaintiff had
claimed to have shipped lambskins when it had
been proved that only old sheepskins were put
on board the <

THE MYSTERIOUS DISAPPEAR-
ANCE AT SHANGHAI.

Advices from Shanghai up to 8th inst. state there was still no news of Mr. "Pip" Reynolds, who was missing from his home, and his friends therefore entertain most grave misgivings as to his fate.

In our issue of 9th inst. mention was made of Mr. Reynolds' disappearance, based on mail advices up to 6th inst.

IMPERIAL DECREE.

4th January.

THE MURDER OF THE REV. S. M. BROOKS.

We have received a wire from Yuan Shih-kai, acting Governor of Shantung, stating that a number of ruffians belonging to the two districts of Pingyin and Feichow combined recently to create disturbances and during their work captured the day before a missionary whom they engaged and took to a place called Manchiao. The memorialist did all he could to save the said missionary and also dispatched a cavalry force to surround and capture the ruffians, but the force could not arrive in time to prevent the missionary from being murdered by the ruffians. We feel deeply grieved at the receipt of this news and pity greatly the fate of the unfortunate missionary. Now the missionaries of all countries are allowed to travel freely to the interior towns, and again and again have we issued decrees calling upon the Viceroy and Governors of provinces to be diligent in protecting all foreigners within their jurisdiction. But in spite of all these decrees we are now informed of the murder of a missionary in Shantung. From this it is evident that both the civil as well as military officials in that vicinity cannot free themselves from blame for such a state of affairs, and if they do not at once set about to capture the murderers and their accomplices the condition of that province is indeed extraordinary. We hereby command the said Governor to find out the culpable officials, to punish them and then allow them a certain limit of time to effect the capture of the murderers. They must be punished according to their deserts so that peace may be restored to the region as soon as possible and friendly relations with missionaries be continued as usual.—N. C. D. News.

A PROPHECY.

Mr. Takashima Kaemon of Kanagawa, who is well-known as an expert in the art of divination by sticks, and who claims that all his own success in life has been achieved owing to his being able to foretell coming events, has predicted the outcome of the South African War in the following words:—"Owing to the failure of negotiations and the deadlock which ensued when the Boers refused to concede certain points insisted upon by the British, war became inevitable, but, after all, no very serious ground for hatred or antipathy exists between the two races. The war will not be carried on a distance and will end halfway in a peaceful compromise, which will fully satisfy both sides, and prevent the occurrence of hostilities in future. Three years within the third year, from date, the British will open up and develop an immense mine the like of which has never yet been seen or heard of, and during the fourth year from date they will gain great and well-nigh boundless advantages, pecuniary or otherwise." Mr. Takashima desires scoffers to make a note of this prophecy so that when the events foretold come to pass he may not be accused of "prophesying after the event." Here is a chance to test the reliability or otherwise of Mr. Takashima's system.—Japan Herald.

DEATH OF COMMANDER E. P.
WOOD, U. S. N.

WASHINGTON, December 11th.

Commander E. P. Wood, U. S. N., died of typhoid fever at his residence here to-day. He was in command of the gunboat *Petrel* at the battle of Manila Bay. Since his return from Manila his health has been broken and he lacked the power to throw off the disease which caused his death.

Edward Parker Wood was born in Mansfield, Ohio, August 16, 1848, and entered the Naval Academy September 29, 1863, and graduated in 1867. His record is: On *Unadilla*, special service, 1867-68; promoted to ensign, 1868; *Dacotah* of Pacific fleet, 1868-70; promoted to master, 1870; Pacific fleet, 1871; commissioned as lieutenant, 1871; on *Congress*, special service to Europe, 1872-74; North Atlantic station, 1875-77; Portsmouth, special service, 1877-78; *Pontoon*, European station, 1878-81; *Quinn*, European station, 1879-81; Naval Academy, 1881-82; steamship *Monongahela*, 1884-86; Naval Academy, 1886-90; on special duty connected with the *Commodore*, August, 1890, to February, 1891; promoted to lieutenant, 1891; *Concord*, North Atlantic station, February, 1891, to May, 1891; Bureau of Navigation May, 1891, to 1896; commanded *Petrel*, Asiatic station, December, 1896, to 1897; commissioned as commander, July, 1897.

TOMMY'S TURN.

(FROM THE FRONT.)

No; yer Tommy ain't a 'bugger' (tho' 'e's a bit of a 'praps).
And 'e don't like all this shoutin' of 'is 'wocs'.
For it's just the country's dooty to look after Tommy's traps.
While 'e's busy wipin' out 'is furrin foes.
So 'e's yer kindly stow 'is kins and plank the money down—
Not for charity, for dooty—don't forget,
And if ever it should 'appen that a poet wants a 'brown',
Pipe for Tommy and 'e'll liquidate the debt!
Straight, we're all on active service, and we've got a little bill
That we've set about to pay before we trek;
There's a very 'easy item on it labelled 'Juba III'.
And another, lower down, marked 'Nichols' Nok'.
Tommy don't refuse 'is claret to be tapped (you've 'ad a proof)
For the honour of 'is country o'er the foam.
So 'e thinks it only fair to pay yer pockets of the oof.
For the missus and the kiddies left at 'ome.
Still, 'e thanks you, Mister Editor, and Mister Peck, too.
For a sendin' round the 'at among the crowd.
Mister Editor, always generous, 'ere's 'is best respects to you.
And 'e hopes the little war 'll do yer proud.
Don't forget 'e ain't a 'bugger', for 'e's payin', 'in 'is way'.
While you pays at 'ome in your'n 'it's all serene.
'Absent-minded'—'praps, in some things,
But don't let 'im 'enry you say,
That 'e's ever absent-minded of 'is Queen!

WAR NEWS.

[From American Papers.]

Sortie from Ladysmith.

LONDON, December 9th.

The War Office to-night issued the following dispatch from General Buller, dated at Pieter Camp, December 9th, afternoon:
"The following was received from General Hunter, with 500 Natal volunteers under Royston, and 500 of the Imperial Light Horse under Edwards, to surprise a run on a hill. The enterprise was admirably carried out and was entirely successful, the hill being captured and with gun action by Captain Fowke and Lieutenant Turner. A Maxim was captured and brought to Ladysmith. Our loss was one killed and Major Henderson of the First Battalion of the Argyll Highlanders wounded. At the same time that Colonel Kniox seized the hill one squadron of the Nineteenth Hussars rode around Popworth hill, burning kraals and cutting the telegraph lines. They had no casualties."

Macrum may bring a Note from
Kruger.

CHICAGO, December 10th.

A special to the *Chronicle* from East Liverpool, Ohio, says: Friends in this city of Charles E. Macrum, until recently United States Consul at Pretoria, say he is returning to this country with important information for the State Department, which he was unwilling to disclose. His letters conclusively prove that not only was Macrum not *persona non grata* to the Transvaal Government, but that he was not on the best possible personal terms with President Kruger. Cabling could be done only over a line controlled in part by England. It is believed the information brought by Macrum is from President Kruger and the purpose is to initiate measures to bring the war to a close on honorable terms to the Dutch republic.

Spreyfontein Bombarded.

NEW YORK, December 11th.

The *Sun* has the following from Modder River, December 9th. A 4.7 inch gun from the *autier Doria*, drawn by thirty-two oxen, started at midnight and proceeded three miles northward. A squadron of the Ninth Lancers and a battery of horse artillery joined the naval force at 3.30 o'clock this morning. The naval contingent consisted of four companies of marines and fifty sailors, under command of Captain John E. Beersford of the cruiser *Philo*. They began to fire at the enemy from a ridge facing Spreyfontein. They fired fourteen charges of lyddite at ranges varying from 6700 to 7200 yards. One shell burst on a Boer tent, which immediately disappeared. Everything in the immediate vicinity was wrecked. Another of the shells dropped among a bunch of fifteen horses, which were blown to atoms. It is not known whether there were any Boers near the animals.

It is believed that the enemy did not see the gun which did the damage, it having been painted the colour of the khaki uniforms worn by the men, and smokeless powder being used. There was scarcely a flash when the gun was discharged. The bluejackets have chalked the name "Joey Chamberlain" near the muzzle of their gun.

General Wauchope and the remainder of the Highland Brigade arrived here yesterday. Strong redoubts and trenches have been erected around the camp here. Modder River is destined to be a permanent stronghold. The houses on the north bank of the river have been blown up and their sites cleared.

There are but few Boers at Jacobsdal, but large forces of the enemy are at Spreyfontein, to the east of Modder River Station, and at Schlotkop, east of Spreyfontein.

The first lyddite shell burst over a high point in the range of hills. The area of destruction was enormous. The whole ground appeared to be churned into red dust. The Boers hurriedly left an emplacement which they were preparing for a forty-pounder. The emplacement was apparently destroyed.

French and German Comment.

BERLIN, December 11th.

The news of General Gatacre's reversal made an immense impression in Paris. Although the afternoon papers predict the gravest consequences in the disaffected portion of Cape Colony, they cannot be accused of unseemly exultation over British misfortune.

Most of the journals see in the defeat an undoubted trap laid by Boers working in conjunction with Dutch traitors. The *Journal des Debats* epitomizes the general opinion, saying that Sir Alfred Milner has threatened in vain to overwhelm the disloyal Dutch with the thunderbolts of British wrath and that even he must to-day admit that race sympathy is stronger than loyalty. It sees in the attitude of the Afrikaners the inevitable result of the tactics of the British press in referring to the war as a struggle between the British and Dutch for supremacy in South Africa.

The *Temps* says: "The story of the ambush at Stornberg reads like a chapter from Cooper's 'The Spy'. The situation resembles that of the American war of independence, when the colonists devoted themselves to deceiving, misleading and ambushing the British generals for love of their country and with the assent of Washington."

General Gatacre's reverse at Stornberg was joyfully greeted on the streets of Berlin, but the newspapers for the most part are reticent on the subject. The *Berliner Tageblatt*, which prints a long letter from a German in London, advising the public here against demonstrative anglophobia, gives the news of the reverse without comment.

The *Vossische Zeitung* comments in a strain almost friendly, saying: "After the soldierly virtues which the British have already shown in this war it may well be believed that General Gatacre's troops fell as if on the parade ground."

The *Neueste Nachrichten*, asks if it is against English custom to reproach before attacking. The *Deutsche Tageszeitung* is about the only paper this evening which is distinctly anglophobic in its comments.

British Comment.

LONDON, December 11th.

Discussing the defeat of General Gatacre at Stornberg, the *Daily Mail* says: "Quite apart from the loss of 600 fighting men, the unexpected Boer success will probably cause a more general and serious movement among the Cape Dutch. The Government must promptly face this by the immediate dispatch of further troops."

The *Daily Mail* says: "The reverse General Gatacre has suffered is a sad and emphatic commentary on the peculiar difficulty of military operations in a semi-disaffected country. The enemy's spies are everywhere, and nowhere can we rely confidently on any counter information. General Gatacre seems to have been completely trapped. Of course he will be immediately re-enclosed."

The *Daily Chronicle* says: "There is only too much reason to fear that this is the worst illustration we have yet of inadequate equipment and insufficient scouting. How far this

disaster was due to lack of judgment on his part and how far to lack of artillery is not quite clear, but the patient public cannot help recalling that General Methuen's victory at Modder River was won by artillery re-enclosure at the critical moment, and all they would like to know is how many times this particular lesson is to be learned."

The *Standard*: "The event is in the highest degree deplorable. It will tell against us unfavourably in the Free State, among the colonial Dutch and even among the natives. A great deal of evidence has been accumulating during the past week to show how deeply the Colony, or at least the northern and western portions of it, are honeycombed by disaffection. Our Generals have to cope with a rebel colony as well as with hostile republics and must take measures to lay their plans in accordance with the details."

Another Sortie.

LONDON, December 12th.

The War Office publishes the following dispatch from General Buller, dated December 11th says: "Last night Colonel Metcalfe and 500 of the Second Rifle Brigade sortied to capture a Boer howitz on a hill. They reached the crest without being discovered, drove off the enemy and then destroyed the howitz with gun cotton. When returning Metcalfe found his retreat barred by the Boers, but he forced his way through, using the bayonet freely. The Boer losses were considerable. The British losses were as follows: Lieutenant Fergusson and eleven men killed; Captain Paley, Second Lieutenant Davenport, Second Lieutenant Bond and forty-one men wounded; six men captured who had remained behind in charge of the wounded."

Sortie Hailed as a Brilliant Feat.

LONDON, December 13th, 4.45 a.m.

With the exception of Sunday's sortie at Ladysmith, which the morning papers are unanimous in regarding as a brilliant piece of war, there are no further advances from the seat of war. A War Office dispatch reports that Metcalfe was safe up to December 13th, but that the Boers had been shelling the town since November 27th with increased effect. Rations had been reduced, meat by half a pound and bread by a quarter of a pound, in view of a probably long siege. Water, however, was still plentiful.

The Boers fear the British bayonets. This is illustrated in the full accounts now arriving of previous sorties. It seems that in Sir Archibald Hunter's sally from Ladysmith to capture the Boer guns, the British did not carry bayonets. While they were storming the hills the Boers, suddenly aroused from sleep, rushed to the edge and opened an indiscriminate fire upon them. But just before the British secured a footing on the top of the hill, some one among them shouted: "Fix bayonets and give them a hot steel!" At this the Boers turned and fled into the darkness.

Little mention is made in the War Office dispatches of horses, but it is understood that the losses in this respect have been exceedingly heavy. Among the officers alone from 20 to 30 per cent of their mounts have been shot from under them, the Boer tactics being to shoot first at an officer's horse and then the rider, when dismounted.

General Gatacre's disaster at Stornberg has been blamed to lack of knowledge of the country, but, according to the *Daily Telegraph*, when the war began there were no available maps at Cape Town, and therefore, it is probable that General Gatacre is still without them.

The *Times*, while praising Colonel Metcalfe's brilliant feat at Ladysmith, expresses the opinion that relief being now so near, such a sortie was rather perilous, and it would be better for General Buller to avoid them so far as possible.

The *Morning Post* again endeavours editorially to arouse the British people to a recognition of the "serious nature of the struggle and of the grave position in which matters now stand." It urges the Government to prepare immediately to send more troops to South Africa.

AN APPEAL FOR THE BOERS.

SPEECH IN THE U. S. SENATE.

WASHINGTON, December 11th.

An appeal by Mason of Illinois for the expression of sympathy for the Transvaal republic in its war with Great Britain was the feature of the Senate proceedings to-day. It was the first formal address delivered in the Senate this session and was listened to with thoughtful attention by both the members and by a large gallery of auditors. The resolution upon which Mason based his speech was referred to the Foreign Relations Committee, Lodge of Massachusetts considering it (too delicate a question, in view of the position of this Government, to pass upon without serious consideration.

While Mason's address at times was vehement—almost passionate—he confined himself during a greater part of the time closely to his manuscript, speaking at all times with force and vigour. In opening he said: "The war between monarchy and republicanism began in earnest on July 4, 1776, and no treaty or peace has ever been concluded, nor ever will be, until the question is settled right. The monarchial trust company, though often quarrelling among themselves, have always agreed on one thing; that a republic is a mistake."

After quoting extensively from Daniel Webster's speech in support of his position, Mason continued: "But we are told that England was our friend in the war with Spain. How? Her people were our friends because her people are a Christian people; her government has never been our friend except for purposes of its own. I have no desire to twist the lion's tail, but truth compels the statement. So far as our interests are concerned, for the last half century the government of England and the people of England have been divided. You remember 1867? The government did all it could to divide the Union, but the brave, starving weavers refused to resolve against us, saying they would starve before they would say a word for slavery."

But even suppose she were to-day our best friend, are we to be silent and uphold a wrong in consideration of that friendship? We Republicans are charged with a secret alliance with England. It cannot be true and the vote which this or a similar resolution receives will answer the charge."

Mason maintained that under the Monroe doctrine and on precedents previously well established, the United States had the same right to extend its sympathy and hopes for success to the Boers in their struggle for liberty as it had to interfere with Spain in its conduct of affairs in Cuba. He urged that the interests of this country was aroused by the fact that the South African war was a struggle between democracy and royalty—between the divine right of kings and the divine right of man. He exclaimed:

"If we should speak, and quickly, it would sting the politicians who brought on the war for greed of gold and cheer the poor, brave Dutch defender of his home."

Mason contended that the question involved in the controversy between Great Britain and the Transvaal prior to hostilities was simply

one of supremacy in South Africa. "And I ask," said he, "in common justice, what right has Great Britain to be supreme in South Africa? It is a fight to control South Africa, and the only way the English could do so was to threaten, bulldoze, browbeat and interfere with the Dutchmen until out of sheer humiliation and desperation he was driven to fight."

Referring to Mr. Chamberlain, he said: "Let the distinguished Lilliputian statesman, rattling around in Gladstone's shoes, trying to undo his work and break his promises, be assured that he is deceiving no one except, possibly, himself."

He declared that no nation except a professed bully would make the demands upon another that Great Britain made upon the Transvaal Republic, and in closing said:

"I have not sought to excite prejudice by our past differences with England. They are forgotten and forgiven. But when the colours of a republic are struck and we sit silent, it would seem that we are ashamed or tired of our institutions and by our silence give consent to the destruction of self-government in Africa. The State of Liberty enlightening the World. New York harbours no such a myth, a fiction nor a lie. We may say without boasting that if self-government is right we have helped the world."

"If I am right, this resolution will help. It will say to the world: 'Washington, Monroe and Webster are dead, but the American policy still lives.' It may sting the oppressor, but it will be a message of affection and hope to the struggling republic."

Mason addressed the Senate for an hour and twenty-five minutes. He was not once interrupted in the course of his speech. At its conclusion, Lodge, after expressing the wish that Mason might deliver his address in the British Parliament, said there was a wide gulf between private opinion and public official expression. The executive department of the Government, he said, had assumed a neutral attitude toward the South African war. The passage of this resolution by the Senate would change immediately that attitude.

"If we are to depart from the position of neutrality," said Lodge, "it ought to be a subject of most serious consideration."

He moved therefore that the resolution be sent to the Committee on Foreign Relations, and it was so ordered.

At 3.05 o'clock the Senate went into executive session, adjourning at 3.40—N. P. Call.

THE "TARTAR" AGAIN.

WASHINGTON, December 9th.

One of the results of the investigations made in the case of the troopship *Tartar* is the stoppage of the pay of Major John A. Rafter, surgeon of the Twentieth Kansas Volunteers. This action was taken at the request of General Shafter and was seconded by Secretary Root. General Shafter, who has the direction of the inquiry, suggested that the pay in Surgeon Rafter's case be suspended until certain accounts for the provisioning of sick soldiers on board the transport are settled. In a protest which Major Rafter has filed with the War Department he represents that he is not responsible for the conditions which prevailed on the *Tartar*.

NOTANDA.

CALENDAR.

Meteorological means based on fifteen years' observations to 1898.

Barometer..... 30.159
Thermometer..... 59.7
Humidity..... 74
Rainfall..... 1.545

TO-DAY.

Barometer..... 30.21
Temperature..... 56.4
Humidity..... 56
Rainfall..... 65

TO-DAY.

Friday, 12th January, 1900.
Chinese—12th of 12th moon of 25th year of Kuang-shi.

Sun—Rises..... 6hr. 45min.
Sets..... 5hr. 35min.
High water—Morning..... 6hr. 20min.
Afternoon..... 6hr. 20min.
Low water—Morning..... 11hr. 15min.
Afternoon..... 11hr. 15min.

ANNIVERSARIES.

1812—Gunpowder Factory at Canton accidentally blown up.
1875—Tung-chi, Emperor of China, died in the nineteenth year of his age.
1891—Serious earthquake at Java.
1896—Fire on the s.s. *Sakula Maru*; damage \$60,000.
1897—Fire on the s.s. *Fansang*.

TO-MORROW.

Saturday, 13th January, 1900.
Chinese—13th of 12th moon of 25th year of Kuang-shi.

Sun—Rises..... 6hr. 42min.
Sets..... 5hr. 32min.
High water—Morning..... 6hr. 20min.
Afternoon..... 6hr. 20min.
Low water—Morning..... 11hr. 15min.
Afternoon..... 11hr. 15min.

ANNIVERSARIES.

1846—Ki-ying, Viceroy of Kwang-tung and Kwang-si issued a proclamation intimating the intention of opening up Canton according to the Treaties.
1849—Battle of Chillianwallah.
1877—The s.s. *Thistle* captured by Chinese soldiers disguised as passengers; 11 Europeans and several Chinese murdered and the vessel burnt.
1898—Lord Charles Beresford elected M.P. for York.

AGENDA.

TO-MORROW.

(About) P. & O. steamer *Macaron* leaves for London.

Cargo ex *Glenagarry* subject to rent.

Cargo ex *Valeria* subject to rent.

Noon—The Third Ordinary Meeting of Shareholders in the China Provident Loan and Mortgage Co. at No. 9 Praya Central.

SUNDAY, 14th.

N. Y. K. steamer *Inaba Maru* leaves for Europe.

MONDAY, 15th.

1 p.m.—M. & M. steamer *Ernest Simons*, with mails, leaves for Europe.

3 p.m.—Ninth Ordinary Meeting of the Warehouse and Storage Co. Ltd. at No. 5 Queen's Road, Central.

4 p.m.—N. Y. K. steamer *Kinslin Maru* leaves for Victoria, B.C. and Seattle.

5.15 p.m.—Lecture by Mr. W. M. Wood on "National Trouble" at St. Andrew's Hall.

N. L. U. A. steamer *Sarnia* leaves for Havre and Hamburg.

Cargo ex *Birchall* subject to rent.
(About)—C. & O. steamer *Stratgyle* for San Diego.

TUESDAY, 16th.

2.30 for 9 p.m.—Regular Meeting of the Persersers Lodge.

WEDNESDAY, 17th.

C. P. R. steamer *Empress of China* leaves for Victoria, B.C.C. N. steamer *Taiyuan* leaves for Manila, Singapore and Melbourne.C. N. steamer *Kantow* leaves for Samarang, &c. (About)—"Shell" steamer *Trocas* leaves for Genoa and Marseilles.U. S. & C. T. steamer *Indravelli* leaves for New York.

THURSDAY, 18th.

U. S. & C. T. steamer *Indravelli* leaves for New York.

U. S. & C. T.

THE MYSTERIOUS DISAPPEAR-
ANCE AT SHANGHAI.

Advices from Shanghai up to 8th inst. state there was still no news of Mr. "Pip" Reynolds, who was missing from his home, and his friends therefore entertain most grave misgivings as to his fate.

In our issue of 9th inst. mention was made of Mr. Reynolds' disappearance, based on mail advices up to 6th inst.

IMPERIAL DECREE.

4th January.

THE MURDER OF THE REV. S. M. BROOKE.

We have received a wire from Yuan Shih-kai, acting Governor of Shantung, stating that a number of ruffians belonging to the two districts of Pingyin and Feicheng combined recently to create disturbance and during their work captured the day before a missionary whom they captured and took to a place called Maohsiang. The missionary did all he could to save the said missionary and also dispatched a cavalry force to surround and capture the marauders, but the force could not arrive in time to prevent the missionary from being murdered by the ruffians. We feel deeply grieved at the receipt of this news and pity greatly the fate of the unfortunate missionary. Now the missionaries of all countries are allowed by treaty to enter the interior towns, and again have we issued decrees calling upon the Viceroy and Governors of provinces to be diligent in protecting all foreigners within their jurisdiction. But in spite of all these decrees we are now informed of the murder of a missionary in Shantung. From this it is evident that both the civil as well as military officials in that vicinity cannot free themselves from blame for such a state of affairs, and if they do not at once set about to capture the murderers and their accomplices the condition of that province is indeed extraordinary. We hereby command the said Governor to find out the culpable officials concerned and denounce them in severe terms to the Throne and then allow them a certain limit of time to effect the capture of the murderers. They must be punished according to their deserts so that peace may be restored to the region as soon as possible and friendly relations with missionaries be continued as usual.—N. C. D. News.

A PROPHECY.

Mr. Takashima Kaemon of Kanagawa, who is well-known as an expert in the art of divination by sticks, and who claims that all his own success in life has been achieved owing to his being able to foretell coming events, has predicted the outcome of the South African War in the following words:—Owing to the failure of negotiations and the deadlock which ensued when the Boers refused to concede certain points insisted upon by the British, war became inevitable, but, after all, no very serious ground for hatred or antipathy exists between the two races. The war will not be carried on a distance and will end halfway in a peaceful compromise, which will fully satisfy both sides, and prevent the occurrence of hostilities in future. Three years (within the third year) from date, the British will open up and develop an immense mine the like of which has never yet been seen or heard of, and during the fourth year from date they will gain great and well-nigh boundless advantage pecuniary or otherwise. Mr. Takashima desires scoundrels to make a note of his prophecy so that when the events foretold come to pass he may not be accused of "prophesying after the event." Here is a chance to test the reliability or otherwise of Mr. Takashima's system.—*Japan Herald*.

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And 'e don't like all this shoutin' of 'is' words.

For 'is' just the country's dooty to look after Tommy's traps.

While 'e's busy wipin' out 'is' furin foes.

So 'e begs you'll kindly sort the gas and plank the money down—

Not for charity, for dooty—don't forget.

And if ever 'e should 'appen that a poet wants a 'brown'.

Pipe for Tommy and 'e'll liquidate the debt!

Straight, we're all on active service, and we've got a little bill.

That we've set about to pay before we trek; There's a very 'easy' item it, labelled 'Juba' 'ill.

And another, lower down, marked 'Nichols' 'el.

Tommy don't refuse 'is' claret to be tapped (you've ad a proof).

For the honour of 'is' country der the foam.

So 'e thinks it only fair to tap yer pockets of the oaf.

For the missus and the kiddies left at 'ome.

Still, 'e thanks you, Mister Editor and Mister Poet, too.

For a sendin' round the sat among the crowd.

Mister Public—always generous—ere's 'is' best respects to you.

And 'e hopes the little war 'e do yer proud.

Don't forget 'e ain't a 'beggar', for 'e's payin' 'is' way.

While you pays at 'ome in your'n 'is' all serene.

'Absent-minded' '—p'raps, in some things; but don't let 'im ear you say.

That 'e's ever absent-minded of 'is' Queen!

WAR NEWS.

[From American Papers.]

Sortie from Ladysmith.

LONDON, December 9th.

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"The following was received from General White to-day: 'Last night I sent General Hunter, with 500 Natal volunteers under Royston, and 100 of the Imperial Light Horse under Edwards, to surprise a gun on a hill. The enterprise was admirably carried out and was entirely successful, the hill being captured and a six-inch gun and howitzer being destroyed with gun-cotton by Captain Fowke and Lieutenant Turner. A Maxim was captured and brought to Ladysmith. Our loss was one killed and Major Henderson of the First Battalion of the Argyll Highlanders wounded. At the same time that Colonel Knox seized the hill one squadron of the Nineteenth Hussars rode around Popworth hill, burning kraals and cutting the telegraph lines. They had no casualties.'

Macrum may bring a Note from Kruger.

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Spyfontein Bombaraded.

NEW YORK, December 11th.

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PARIS, December 11th.

The news of General Gatacre's reverse made an immense impression in Paris. Although the afternoon papers predict the gravest consequences in the disaffected portion of Cape Colony, they cannot be accused of unseemly exultation over British misfortune.

Most of the journals see in the defeat an undoubted trap laid by Boers working in conjunction with Dutch traitors. The *Journal des Debats* epitomizes the general opinion, saying that Sir Alfred Milner has threatened in vain to overwhelm the disloyal Dutch with the thunderbolts of British wrath and that even he must now admit that race sympathy is stronger than loyalty. It sees in the attitude of the Afrikaners the inevitable result of the tactless language of the British press in referring to the war as a struggle between the British and Dutch for supremacy in South Africa.

The *Temps* says: "The story of the ambush at Stormberg reads like a chapter from Cooper's 'The Spy'." The situation resembles that of the American war of independence, when the colonists devoted themselves to deceiving, misleading and ambushing the British generals for love of their country and with the ascent of Washington.

BERLIN, December 11th.

General Gatacre's reverse at Stormberg was joyfully greeted on the streets of Berlin, but the newspapers for the most part are reticent on the subject. The *Berliner Tageblatt*, which prints a long letter from a German in London, advising the public here against demonstrative anglophobia, gives the news of the repulse without comment.

The *Vossische Zeitung* comments in a strain almost friendly, saying: "After the soldierly virtues which the British have already shown in this war it may well be believed that General Gatacre's troops fell as if on the parade ground."

The *Neueste Nachrichten*, asks if it is against English custom to remonstrate before attacking. The *Deutsche Tages Zeitung* about the only paper this evening which is distinctly anglophobic in its comments.

British Comment.

LONDON, December 11th.

Discussing the defeat of General Gatacre at Stormberg, the *Daily Mail* says: "Quite apart from the loss of 600 fighting men, the unexpected Boer success will probably cause a more general and serious movement among the Cape Dutch. The Government must promptly face this by the immediate dispatch of further troops."

The *Daily Mail* says: "The reverse General Gatacre has suffered is a really emphatic commentary on the peculiar difficulty of military operations in a semi-disaffected country. The enemy's spies are everywhere, and wherever we rely confidently on any counter information, General Gatacre seems to have been completely trapped. Of course he will be immediately re-enforced."

The *Daily Chronicle* says: "There is only too much reason to fear that this is the worst illustration we have yet of inadequate equipment and insufficient scouting. How far this

disaster was due to lack of judgment on his part and how far to lack of artillery is not quite clear, but the patient public cannot help recalling that General Methuen's victory at Modder River was won by artillery reinforcement at the critical moment, and all they would like to know is how many times this particular lesson is to be learned."

The *Standard*: "The event is in the highest degree deplorable. It will tell against us unfavourably in the Free State, among the colonial Dutch and even among the natives. A great deal of evidence has been accumulating during the past week to show how deeply the Colony, or at least the northern and western portions of it, are honeycombed by disaffection. Our Generals have to cope with a rebel colony as well as with hostile republics and must take measures to lay their plans in accordance with the facts."

Another Sortie.

LONDON, December 12th.

The War Office publishes the following dispatch from General Buller:

"Dispatch from General White dated December 11th says: 'Last night Colonel Metcalfe and 300 of the Second Rifle Brigade sallied to capture a Boer howitzer on a hill. They reached the crest without being discovered, drove off the enemy and then destroyed the howitzer with gun cotton. When returning Metcalfe found his retreat barred by the Boers, but he forced his way through, using the bayonet freely. The Boer losses were considerable. The British losses were as follows: Lieutenant Ferguson and eleven men killed; Captain Lacey, Second Lieutenant Davenport, Second Lieutenant Liddell and forty-two men wounded; six men captured who had remained behind in charge of the wounded.'

Sortie Hailed as a Brilliant Feat.

LONDON, December 13th, 4.45 a.m.

With the exception of Sunday's sortie at Ladysmith, which the morning papers are unanimous in regarding as a brilliant piece of work, there are no further advices from the seat of war. A War Office dispatch reports that Mafeking was safe up to December 4th, but that the Boers had been shelling the town since November 27th with increased effect. Rations had been reduced, meat by half a pound and bread by a quarter of a pound, in view of a probably long siege. Water, however, was still plentiful.

The Boers fear the British bayonets. This is illustrated in the full accounts now arriving of previous sorties. It seems that in Sir Archibald Hunter's sally from Ladysmith to capture the Boer puns, the British did not carry bayonets. While they were storming the hills the Boers, suddenly aroused from sleep, rushed to the edge and opened an indiscriminate fire upon them. But just before the British secured a footing on the top of the hill, some one among them shouted: "Fix bayonets and give them a cold steel!" At this the Boers turned and fled into the darkness.

Little mention is made in the War Office dispatches of horses, but it is understood that the losses in this respect have been exceedingly heavy. Among the officers alone from 20 to 30 per cent of their mounts have been shot from under them, the Boer tactics being to shoot first at an officer's horse and then the rider, when dismounted.

General Gatacre's disaster at Stormberg has been blamed to lack of knowledge of the country, but, according to the *Daily Telegraph*, when the war began there were no available maps at Cape Town, and therefore, it is probable that General Gatacre is still without them.

The *Times*, while praising Colonel Metcalfe's brilliant feat at Ladysmith, expresses the opinion that relief being now so near, such a sortie was rather perilous, and it would be better for General Buller to avoid them so far as possible.

The *Morning Post* again endeavours editorially to arouse the British people to a recognition of the "serious nature of the struggle and of the grave position in which matters now stand." It urges the Government to prepare immediately to send more troops to South Africa.

AN APPEAL FOR THE BOERS.

SPEECH IN THE U. S. SENATE.

WASHINGTON, December 11th.

An appeal by Mason of Illinois for the expression of sympathy for the Transvaal republic in its war with Great Britain was the feature of the Senate proceedings to-day. It was the first formal address delivered in the Senate this session and was listened to with thoughtful attention by both the members and by a large gallery of auditors. The resolution upon which Mason based his speech was the feature of the Senate proceedings to-day. It was the first formal address delivered in the Senate this session and was listened to with thoughtful attention by both the members and by a large gallery of auditors. The resolution upon which Mason based his speech was the feature of the Senate proceedings to-day. It was the first formal address delivered in the Senate this session and was listened to with thoughtful attention by both the members and by a large gallery of auditors.

While Mason's address at times was vehement—almost passionate—he confined himself during a greater part of the time closely to his manuscript, speaking at all times with force and vigour. In opening he said:

"The war between monarchy and republicanism began in earnest on July 4, 1776, and no treaty of peace has ever been concluded, nor ever will be, until the question is settled right. The monarchial trust company, though often quarrelling among themselves, have always agreed on one thing; that a republic is a mistake."

After quoting extensively from Daniel Webster's speech in support of his position, Mason continued:

"But we are told that England was our friend in the war with Spain. How? Her people were our friends because her people are a Christian people; her government has never been in force except for purposes of its own. I have no desire to see the lion's tail, but truth compels the statement. So far as our interests are concerned, the South African war is a struggle between the government of England and the people of England have been divided. You remember 1867? The government did all it could to divide the Union, but the brave, starving weavers refused to resolve against us, saying they would starve before they would say a word for slavery."

But even suppose she were to-day our best friend, are we to be silent and uphold a wrong in consideration of that friendship? We Republicans are charged with a secret alliance with England. It cannot be true and the vote which this or a similar resolution receives will answer the charge."

Mason maintained that under the Monroe doctrine and on precedents previously well established, the United States had the same right to extend its sympathy and hopes for success to the Boers in their struggle for liberty as it had to interfere with Spain in its conduct of affairs in Cuba. He urged that the interest of this country was aroused by the fact that the South African war was a struggle between democracy and monarchy—between the divine right of kings and the divine right of man.

He explained:

"If we should speak, and quickly, it would sting the politicians who brought on the war for greed of gold and cheer the poor, brave Dutch defender of his home."

Mason contended that the question involved in the controversy between Great Britain and the Transvaal prior to hostilities was simply

one of supremacy in South Africa. "And I ask," said he, "in common justice, what right has Great Britain to be supreme in South Africa? It is a fight to control South Africa, and the only way the English could do was to threaten, bulldoze, browbeat and interfere with the Dutchmen until out of sheer humiliation and desperation he was driven to fight."

Referring to Mr. Chamberlain, he said: "Let the distinguished Lilliputian statesman, rattling around in Gladstone's shoes, trying to undo his work and break his promises, be assured that he is deceiving no one except, possibly, himself."

He declared that no nation except a professed bully would make the demands upon the Transvaal Republic, and in closing said:

"I have not sought to excite prejudice by our past differences with England. They are forgotten and forgiven. But when the colours of a republic are struck and we sit silent, it would seem that we are ashamed or tired of our institutions and by our silence give consent to the destruction of self-government in Africa. The state of Liberty enlightening the World in New York harbour is neither a myth, a fiction nor a lie. We may say without boasting that if self-government is right we have helped the world."

"If I am right, this resolution will help. It will say to the world: 'Washington, Monroe and Webster are dead, but the American policy still lives.' It may sting the oppressor, but it will be a message of affection and hope to the struggling republic."

Mason addressed the Senate for an hour and twenty-five minutes. He was not once interrupted in the course of his speech.

At its conclusion, Lodge, after expressing the wish that Mason might have delivered his address in the British Parliament, he said there was a wide gulf between private opinion and public official expression. The executive department of the Government, he said, had assumed a neutral attitude toward the South African war. The passage of this resolution by the Senate would change immediately that attitude.

"If we are to depart from the position of neutrality," said Lodge, "it ought to be a subject of most serious consideration."

He moved, therefore, that the resolution be sent to the Committee on Foreign Relations, and it was so ordered.

At 5.05 o'clock the Senate went into executive session, adjourning at 3.49—S. P. Call.

THE "TARTAR" AGAIN.

WASHINGTON, December 9th.

One of the results of the investigations made in the case of the troopship *Tartar* is the stoppage of the pay of Major John A. Rafters, surgeon of the Twentieth Kansas Volunteers. This action was taken at the request of General Shafter and was seconded by Secretary Root. General Shafter, who has the direction of the inquiry, suggested that the pay in Surgeon Rafters' case be suspended until certain accounts for the provisioning of sick soldiers on board the transport are settled. In a protest which Major Rafters has filed with the War Department he represents that he is not responsible for the conditions which prevailed on the *Tartar*.

At 5.05 o'clock the Senate went into executive session, adjourning at 3.49—S. P. Call.

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WEDNESDAY, 17th.

C. P. R. steamer *Empress of China* leaves for Victoria B.C.C. N. steamer *Taiyuan* leaves for Manila, Sydney and Melbourne.C. N. steamer *Kongra* leaves for Samarang, &c. (About) "Shell" steamer *Trocar* leaves for Genoa and Marseilles.U. S. & C. T. steamer *Indravelli* leaves for New York.

THURSDAY, 18th.

The steamer *Cathay* has left Singapore on Wednesday the 16th inst., and may be expected here on or about Thursday the 18th inst.The M. M. Co.'s steamer *Indus* with the next French mail, will leave Saigon to-morrow (Saturday), the 13th inst., at 11 a.m. for this port.The N. Y. K.'s steamer *Sakura Maru* left Shimoda for this port yesterday evening (11th inst.) and is expected to arrive here on the 15th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ida de Cuba at Kowloon Dock

Ida de Luzon at Kowloon Dock

H. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon DockH. M. S. *Gefion* at Kowloon DockH. M. S. *Albatross* at Kowloon Dock

Notice of Firms.

NOTICE.

MR. HERBERT EDMUND TOMKINS is authorised to sign our Firm PROSECUTION.

REISS & CO.
Hongkong, 10th January, 1900. [47b]

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO.,
12, Beaconsfield Arcade.
Hongkong, 3rd January, 1900. [20a]

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING,
MOK KUN HUI,
MOK YUEK LIM.
Hongkong, 3rd January, 1900. [21b]

For Sale.

FOR SALE.

THE well-known Steam Launch

"SAMCHING."

Now lying off PRAYA EAST.

PARTICULARS.

Length over all 65 feet.
Breadth Extreme 12 " "
Depth 6 " "
COMPOUND ENGINE, with Condenser.
Cylinder 6 inches.
Stroke 12 " "
BOILER.
Length 7 ft. 6 in.
Diameter 6 ft. 6 in.
CYLINDER.
H. P. 18
L. P. 18
Boiler and Engines in Good Condition.
For Price, &c., apply to
THE MITSUI BUSSAN KAISHA,
6, Ice House Street.
Hongkong, 10th January, 1900. [40b]

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of
TOYS AND FANCY GOODS,
AT
MODERATE PRICES.

D. NOMA.

No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 16th December, 1899. [41]

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 16th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 10th January, 1899. [46b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [39]

Intimations.

IMPERIAL KWANGTUNG LOAN OF 1894.

PAYMENT OF INTEREST AND PART PRINCIPAL (NINTH PERIOD.)

NOTICE is hereby given that the Warrants for Interest on, and RE-PAYMENT of Part Principal of the Bonds of the IMPERIAL KWANGTUNG LOAN OF 1894 will be ready for issue on the 10th January, 1900, at the Office of the IMPERIAL MARITIME CUSTOMS, Canton.

J. F. SCHOENICKE,
Commissioner of Customs.

Custom House,
Canton, 8th January, 1900. [38b]

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM BY RUDYARD KIPPLING, Music by Sir ARTHUR SULLIVAN.

Has created a furor unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899. [1580a]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSTIN, NEWCHWANG and all Ports in JAPAN.

Agents—

Miki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuji Coal Mines.

Ichimura Coal Mines.

Kishimo Coal Mines.

Yoshio Coal Mines.

Yanano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Mitsui Bussan Kaisha, Ltd.

Kanagafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milko Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

Mitsui Bussan Kaisha, Ltd.

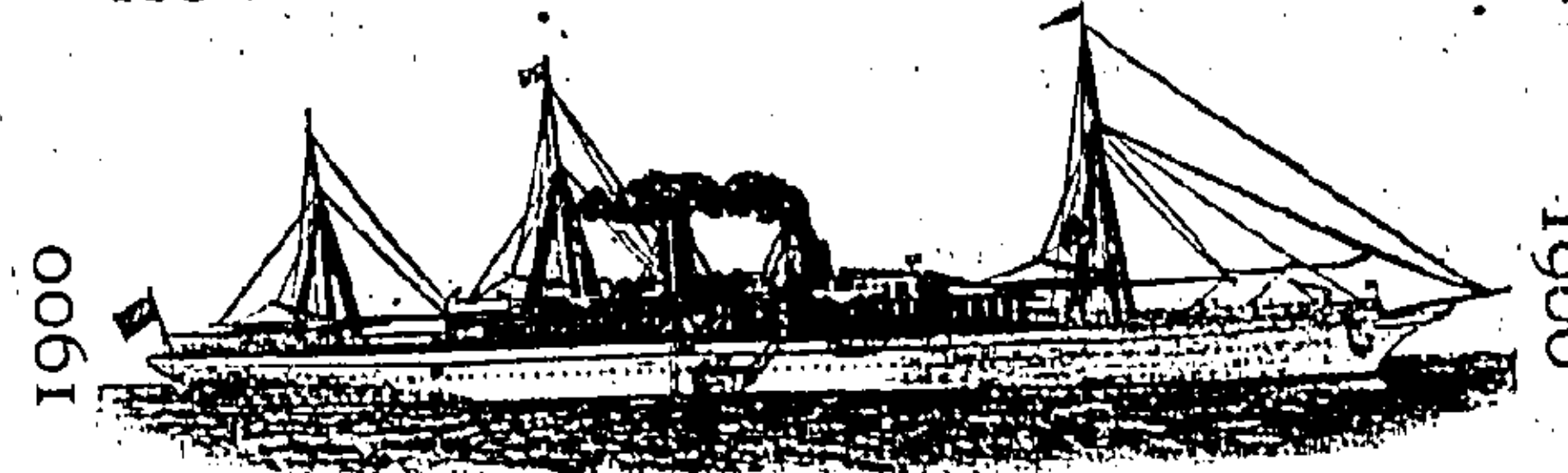
M. FUJISE,

Manager.

Hongkong, 11th December, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th February.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Princes Street.

Hongkong, 20th December, 1899. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The United States, &c.

Strathgyle... 5,023 Monday Jan. 15

Carlisle City... 3,002 about Jan. 25

Belgian King... 3,379 about Feb. 1

Carmarthenshire... 3,029 about Feb. 15

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 15th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.
Hongkong, 9th January, 1900 [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Breconshire... 3,567 G. E. Elliott Jan. 20

Tacoma... 2,811 A. Dixon Jan. 30

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberglow... 3,777 J. Murray Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 8th January, 1900. [33]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 20th Jan., at Daylight.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 20th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of ten per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 26th December, 1899 [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"MASSILIA,"

Captain C. Gadd, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 6th January, 1900. [5]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

INABA MARU... MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID... SUNDAY, 14th Jan., at Daylight.

*KINSHU MARU... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI (WOOSUNG), KOBE and YOKOHAMA... MONDAY, 15th Jan., at 4 P.M.

KOSAI MARU... AMOY, SHANGHAI, CHEMULPO and NAGASAKI... THURSDAY, 18th Jan., at Daylight.

MIKE MARU... KOBE and YOKOHAMA... THURSDAY, 18th Jan., at 4 P.M.

KANAGAWA MARU... KOBE and YOKOHAMA... FRIDAY, 19th Jan., at 4 P.M.

J. MacKenzie... NAGASAKI, KOBE and YOKOHAMA... SATURDAY, 20th Jan., at 4 P.M.

KASUGA MARU... MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE... FRIDAY, 26th Jan., at 4 P.M.

YAWATA MARU... MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID... FRIDAY, 26th Jan., at Daylight.

KAMAKURA MARU... Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th January, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

*SARNIA... HAVRE and HAMBURG... 15th January. Freight and Passage.

AMBRIA... HAVRE and HAMBURG... 22nd January. Freight.

WITTENBERG... HAVRE and HAMBURG... 29th January. Freight.

Malsen... (LONDON with transhipment in HAMBURG) January. Freight and Passage.

*SILESIA... MARSEILLES, HAVRE & HAMBURG... About 5th February. Freight and Passage.

Behrens... (LONDON with transhipment in HAMBURG) About 8th February. Freight.

HOLSTATA... HAVRE and HAMBURG... About 8th February. Freight.

Bahle... (LONDON with transhipment in HAMBURG) About 8th February. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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TOYO KISEN KAISHA.

TO-SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th Jan., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

IS LOYALTY A CRIME?

An Edinburgh man, who has had "to leave a Natal town because he dared to say he was a Briton," has sent the *Scotsman* a copy of the *Natal Times* of November 7, in which the following leader is prominently marked—

From the opinions expressed by leading Conservative politicians in England, as recorded in the papers to hand by last mail, opinion had then advanced at home so far as to realise that this campaign must not end till the two Republics have been brought under the British flag, and the rule of the oligarchy at Pretoria terminated. After that, "Equality, and nothing but equality," is to be the order of things, and the treatment which has done so much in Canada to unite the interests and sentiments of the Canadians with those of the English colonists is looked upon as the example to be followed in South Africa as a means of inducing the Boer element in time to value as the French Canadians now value the benefits of British citizenship. Magnanimity is to have a great share in the realisation of this dream. The effect of British methods upon the quick intelligence of the educated French Canadian is to be used as an historical precedent for expecting similar results from the bovine intelligence of the most ignorant race of whites, and the most slow-witted people in the world! That argument is a piece of British eccentricity, for which past unhappy experiences have prepared us. It is easier to formulate general principles than to analyse and balance component elements, general principles no matter how fallacious they may be, are the politician's resource. They lend themselves more readily to epigram, and through that facility enable the public to be charmed with euphonious catch phrases. It is so much easier to win the public ear with a witty epigram than by means of well-balanced argument, requiring some amount of labour and study, and a great grasp of detail upon the part of the public. A witty epigram, and an appeal to a precedent which superficially resembles the case in point, though it may be no true precedent at all, if facts were analysed would go further with a public that does not want to be bored, nor to have its brains puzzled with matters it cannot understand, than a carefully prepared statement of the pros and cons upon some carefully thought out scheme for meeting a new political situation. These are facts we in South Africa will appreciate later on, in the restrictions they will impose upon a really satisfactory settlement of the problems awaiting solution at the conclusion of this campaign.

"Magnanimity" is going to be a stumbling-block again, if the people at home are not meantime educated to understand that circumstances alter cases. That treatment which suited a quick-witted Latin population in Canada, would be wholly unsuited to a slow-witted Teutonic people, away back mentally in the seventeenth century. Magnanimity though it has brought us eighteen years of suffering in South Africa, and this bloody war as the climax, is still the worst evil we have to fear, when all this devil's work of to-day is done. That this devil's work, if not neutralised by strong educational work to be done now at home by those who understand South African conditions and affairs, will neutralise the benefits anticipated from South Africa's present sacrifices, and will wind up this campaign leaving the loyalists ruined, and punished for their loyalty; the disloyal left off scot-free; and the Pretoria gang left in possession of the spoils of their past robberies—while merely deprived of the power to continue the indulgence of their plundering propensities. If strict justice were to be done all round to loyalists as well as to rebels, then we should have the promised "clean slate." Rebels' farms and stock would be expropriated to provide the compensation due to loyalists for losses incurred through their loyalty, in the shape of wrecked homes, burned stores, and looted stocks—the acts of the rebel farmers. That much justice, however, we fear there is no chance of obtaining. No legal quibbles, however, such as the "sacred nature of contracts" should stand in the way of the "clean slate." Concessions were illegal as breaches of the Convention, hence, as the "clean slate" is absolutely necessary to the future peace and welfare of South Africa, all concessions, illegal under the Convention as they are, must be cancelled. Some might argue, that as restitution can be enforced at any time, in cases of fraudulent possession, then the past profits of illegal concessions were also illegally gotten, and restitution of such illegal gains should also be enforced. Further, that in as much as the Boers when in power, made the Uitlanders pay for the Boer war, and that the vendors of widows of burghers killed in this war, by means of a poll-tax, then it would be only strictly just, that by means of a poll-tax the rebels should be made to contribute towards the very heavy indemnification fund which will be required to compensate loyalists for the sacrifices their loyalty has cost them. It would be manifestly unfair to tax the gold industry, which has been taxed already to pay for the Boer expenditure on this rebellion. There is also another source of revenue which could be devoted to this Loyalists' Indemnity Fund, and that is the De Beers placen, which is valued at anything from five to ten million pounds, and which has escaped the clutches of the Pretoria gang, only because the members could not agree among themselves as to the division of the plunder. But the disposal of the proceeds derivable from that source will not touch the rebels' pockets, and unless for some years to come they are made to feel that they cannot rebel gratis, and loot loyalists with impunity, then the required lesson will not have been given, and that impudence which is born of ignorance will again mistake magnanimity for cowardice, and we shall either require a much stronger permanent garrison, or encourage a renewal of the disturbance of the peace of South Africa. It may be thought that this is hardly the moment for raising these points. We think differently. We have already had an intimation of the adhesion of our Imperial politicians to the theoretical benefits of magnanimity, in spite of the lessons South Africa has provided in the past. To produce the necessary enlightenment at home will require time. It is high time that steps were taken to ensure that enlightenment before plans are formulated to make or mar the settlement of our South African problems.

COLONEL BADEN-POWELL.

(By Ian McAllan, in the London Daily Mail)

For the moment the chief interest of the military situation in South Africa centres in the border garrison towns which are supposed to be threatened by a large force of Boers, and in the danger of disaster to the chief of these is Mafeking, and if we were to allow ourselves to be misled by the reports that freely circulate, we might imagine that that particular place of arms, if it deserves so proud a title, cannot hold out for ever. This, the pessimistic view, is supported by the credit given to the Boer leaders of a Napoleonic, heaven-born strategy, that might, if successfully executed, reduce not only Mafeking, but Kimberley also, and jeopardise even the whole Cape Colony. It has been said, a little too confidently, let us hope, that the Boer game is to, for the time being, through the Drakensberg, and within a few days a considerable force is thus held in

check by a fraction, to concentrate every other commando on the western frontier. A bold programme, hardly possible for a perfectly equipped, fully mobile army, and surely not with the military means of the Boers. Yet the fact remains that Mafeking is far from absolutely safe. We may have had good news these last two days, and more, let us pray, may shortly arrive, confirming our hopes that Baden-Powell can still hold his own, as he has done already, that he can not only repel attacks, but retaliate with successful sorties and counter-strokes. It all depends upon him, however. Mafeking is bound up with Baden-Powell, and not strangely so, the public will like to know what manner of man he is, and how far he may be expected to maintain the prestige of the British flag. What are his character, his reputation, and his record? What earnest has he given of his fitness for command, his powers to deal with a most momentous military crisis? A young man, with the light foxey hair and the naturally sanguine complexion (when not sun-browned, as it is in his case, by tropical and South African climates) that takes off years, he does not look his age, which is but a few months more than 42. He has the spare, sinewy frame, that is deemed essential in a cavalry officer; he is barely above the middle height; he can hardly be called handsome; but he has a keen, bright face, which is pleasing if not finely featured. Strength of purpose is seen in his firm mouth, calm resolution in his pale, quiet eyes. While he can on occasion do and dare to the utmost, striking out with knock-down effect if he sees an advantage, he can wait for it, and this quality of patience, of unshaken self-reliance in arduous affairs, is just that on which we may place our faith just now. Baden-Powell has himself given us an insight into his character in the words he once penned: "Don't flatter; patience gains the day." It was his motto when his value was first tested as a leader of local levies on the West Coast of Africa under Sir Francis Scott in the campaign against Prempeh, King of Ashanti. "Softly, softly, catches monkey" was the native saying he laughingly adopted then, and he buoyed himself up with the philosophical reflection, as he put it, that "a smile and a stick will carry you through any difficulty to the world." His influence was in consequence soon established over his followers, and he got more work than most of his officers, who have led natives with "framing" iron and hearts of iron. He has much finer material in his hand in this present peril, and if there were more men in Colonel Hore's command (a body of mounted infantry locally recruited, which forms the bulk of the Mafeking garrison) we might have little doubts of its successful resistance. They are one and all fitted, tested, hard-bitten specimens of that great class of British adventurers so numerous on the South African frontier. If Baden-Powell has only had the foresight to prepare for the siege he must have long expected, as well as the patient constancy to withstand attack, we need have no very lively fears for the fate of Mafeking. The place will probably resist capture by sheer force. It may be more hardily tried by prolonged investment, and its commandant must be finally judged by the care he has shown in filling up his garrison with food and war material. As to the first, there cannot be much doubt, for the investment is not reported to be complete, and rations may be mustered, however, depend upon his stock in hand; for the present his magazine cannot be replenished. A prudent soldier will hardly have neglected these first essentials in defence. Baden-Powell's most marked characteristic is probably his versatility. This has been shown in many lines besides soldiering; but even in his own profession he has had a varied experience. A Hussar and then a Heavy Dragoon (he is at this moment colonel of the 5th Dragoon Guards, which forms part of the South African force). Staff officer of the social, ornamental kind, aide-de-camp, and military secretary, an officer of the General Staff, and Sir Frederick Carrington's right-hand man as deputy-adjutant-general in the Matabele war, all these in the regular legitimate business; but also, as has been said, he was the organiser and leader of local levies on the West Coast of Africa. This is a fine record for a cavalry officer; but the day has long passed since the "plunger" was something of a feathered soldier, except, of course, when brought face to face with his foe, and he now stands in the first rank with the most intelligent and highly-trained of his brethren in artillery, engineering, and so on. Colonel Baden-Powell has many accomplishments based on natural gifts. He can wield the brush and pen as well as the sword. He is a first-rate artist, chiefly in black and white, but he has no mean knowledge of colour, and he is ambidextrous: he can draw with either hand—a rare power. His fluency as a writer of good, vigorous English is well known from his books, of which he has written several—technical, sporting, and professional. His notes on "Pig-sticking," his manual of cavalry instruction, and works on scouting and reconnaissance are both useful and interesting, while in the last Ashanti and Matabele campaigns he acted as war correspondent for an illustrated paper. Yet more, he is an amateur actor of the first order, and when there is no more serious work afoot has done much to enliven garrison life by his taking part in amateur theatricals. All who served with him at Malta will remember him as the life and soul of the place, a leader who revels at the palace, and yet given to more serious pursuits, and especially in his knights into the arena, and Baden-Powell has also lived so far under a lucky star, and that goes for much in the dread business in which he is engaged.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Arnold, A. K.
Angier, A. G.
Athanasia, D.
Abraham, J.
Ah Fong, M.
Amoy, F.
Aneel
Barker, A. M.
Barton, W. P.
Buckendorf, A.
Brown Bros., N. P.
Butt & Co.
Butt, W. S.
Blaskey, A.
Brown, R. A.
Bourreau, G.
Bisler & Co., Messrs.
Baronian, Z. S.
Burr, Mr. and Mrs.
Breitig, H.
Bennet, J.
Hennemer, Mr.
Berthier
Blake, K. E.
Cooke, D.
Crook, Miss H. C.
Charliss, W. D.
Clarke, Miss M.
Camp, W. S.
Clote, C. G.

Churchill, W.
Crosbach, Mrs. B.
Crawford, H.
Cowell, J. M.
Cappes, W. L.
Craw, J.
Craunton, Miss E.
Clarke, S. J.
Craig, Miss A.
Chunnesha, W. A.
Dalton, C.
Dawershaw, Mrs.
Dancey, C.
Dunant, A.
Ducat, Capt. C. M.
Deben, Mrs. L.
D'Arey, Mrs. E.
Dubbers, A.
Davidson, N. J.
Elias, A.
Fondley, C. F.
Fleeman, M. G.
Farrant, Mons.
Fry, Dr.
Forster, R. C. H.
Foster, L.
Figueroa, H.
Fong, H.
Friedman, Mrs. E.
Franklin, C. S. P.
Gibbs, Mrs. G.
Glebe, Mrs. G.
Geis, Mrs. L.
Goldman, G.
Grosjean, Mons.
Goldshly, S.
Galgoez, Josephine
Glover, Mr.
Gubert, E.
Guenty
Gracia, L.
Hudson, L. A. K.
Hesketh, S. B.
Havitt, Maria
Holt, J. G.
Heward, J. C.
Haimovitch, E.
Magye, Mrs.
Hill, Mrs.
Hardouin, C.
Hough, C. C.
Hutchinson, Mrs. F.
Howe, W. H.
Holstadi, L.
Hoskins, R. G.
Hamilton, Miss E.
Hopkins, R. G.
Harrison, Miss L.
Hornby, C.
Howard, Miss M.
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Hoffman, G. M.
Ipligian, S.
Jackson, H.
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Johnston, W. A. J.
Johnson, Capt.
Kyngdon, A.
King, L. H.
Knoll, Miss L.
Kelly, Mrs. B.
Kyrle, Mrs. B.
Kiniya, Miss
Lochender, Lord
Langdale, Mme.
Lillie, J. J.

List of Registered Covers in Poste Restante.

Antonieta, Ferriolo.
Aparicillo, Dr.
Bourdonnau, P.
Bourdoune, Mons. de
Cassios, Dr. F.
Cameron, Wm.
Crawford, J. R.
Cattarich, A.
Cox, Mrs.
Ekman, Miss Ida
Elias, A.
Foote, Miss E.
Guthrie, G. G. S.
Guthrie, A. G.
Gatjars, J.
Hartshorn, M.
Hooper, G. W. (4)
Hancock, W. St. J.
Harper, C.
Israel, Esik.
Jackson, Sergt. C.
Johnston, W. J.
Kalandar Khan
Khan, Meha
Kaufmann, W. W.
Kohn, Siegfried.
Lindskog, M. (2)
Macdonald, A. E.
Mayer, A.
Miller, Miss.
Mugal Khan
Madar, O. M. (2)

List of Registered Covers for Merchant Ships.

S.S. Chiankang Capt. J. Vaughan.
Brookfield Castle J. F. Rogers.
S.S. Chongshu C. F. Moulle. (2)
S.S. Calcha J. Williams.
S.S. Carlisle City Geo. Crill.
S.S. Cheyfa J. Miller.
S.S. Chongshu J. Fleming (Baker). (2)
S.S. Diamond W. O. Pritchard.
S.S. Daitan H. O. Pritchard.
S.S. Heping H. O. Pritchard.
S.S. Looch G. Menzies.
S.S. Patroclus D. Pritchard.
S.S. Phoenician Chief Engineer.
S.S. Tienan Capt. Anderson.
S.S. Tientin Capt. Dawson.
S.S. Wankot Capt. B. B. Igot.

Intimation.



KANANGA
OF JAPAN
(REGISTERED)
RIGAUD AND CO
PARIS.

Kananga Water the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
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RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMIN OF CHAMPA EXTRACT
RIGAUD'S VIOLETTE EXTRACT

Shipping.
STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN."
Captain Hodgins, will be despatched for the above ports, TO-MORROW, the 13th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 12th January, 1900. [48b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"ESMERALDA."
Captain Blackland, will be despatched for the above ports, TO-MORROW, the 13th instant, at 4 P.M.
This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 6th January, 1900. [41b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"TRIESTE."
Captain A. Mitis, will leave for the above places on SUNDAY, the 14th instant, at Daylight.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th January, 1900. [35b]

THE OSAKA SHOSIN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMU MARU."
Captain K. Subajima, will be despatched for the above ports, on WEDNESDAY, the 17th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 10th January, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched as above on WEDNESDAY, the 17th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th January, 1900. [159b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched on WEDNESDAY, the 17th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th January, 1900. [159b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TSINAN."
Captain Anderson, will be despatched on THURSDAY, the 18th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th January, 1900. [32b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"SHELL" LINE OF STEAMERS.
FOR GENOA AND MARSEILLES.
THE Company's Steamship

"TROCAS."
Captain Moses, will be despatched as above on or about the 17th January, 1900.
For Freight, apply to
ARNOLD, KARBURG & Co., Agents.
Hongkong, 27th December, 1899. [1612]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"TAISANG."
Captain Sauer, will be despatched as above on THURSDAY, the 18th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 10th January, 1900. [45b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ANTENOR."
Captain Jackson, will be despatched on TUESDAY, the 23rd January.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th November, 1899. [159a]

"SHELL" LINE OF STEAMERS.

FOR LONDON.
THE Company's Steamship

"COWRIE."
Captain Davies, will be despatched as above on or about the 31st January, 1900.
For Freight, apply to
ARNOLD, KARBURG & Co., Agents.
Hongkong, 27th December, 1899. [1613]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"MENELAUS."
Captain Towell, will be despatched as above on TUESDAY, the 6th February.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th December, 1899. [1612a]

Shipping.
STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"AFRIDI."
will be despatched for the above Port about the middle of January, 1900, and will be followed by
S.S. "RICHTOR" and "ST. REGULUS."
For Freight, apply to
DODWELL & CO., LIMITED, Agents.
Hongkong, 20th December, 1899. [1593a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.
THE Company's Steamship

"KANSU."
Captain Somerville, will be despatched as above on WEDNESDAY, the 17th January.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd December, 1899. [1598a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
Captain Ellis, will be despatched as above on SATURDAY, the 27th instant, at Noon.
This New Steamer, is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 8th January, 1900. [39b]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"QUEEN ELEANOR."
will be despatched for the above Port, on or about the 1st February.
To be followed by
The Steamship
"MORVEN,"
about the 25th February, 1900.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 3rd January, 1900. [19b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"TSINAN."
Captain Anderson, will be despatched as above on THURSDAY, the 18th February.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th January, 1900. [32b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TSINAN."
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Hongkong, 6th January, 1900. [32b]

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Hongkong, 6th January, 1900. [32b]

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Hongkong, 6th January, 1900. [32b]

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Hongkong, 6th January, 1900. [32b]

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For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th January, 1900. [32b]

CHINA NAVIGATION COMPANY, LIMITED.

Intimation.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—1, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 15th January, 1898. [29]

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H. Macmillan, Mr. A. C. Alexander, Mr. W. D. Mayall, Mr. J. Y. Allen, Mrs. M. C. McClelland, Mr. D. Angus, Mrs. John McLaughlin, Mr. M. Bailey, Mr. W. S. McLeod, Mr. & Mrs. E. Barber, Mr. J. N. Neser, Mr. T. S. Barlow, Mr. B. J. Miller, Mr. C. E. Bermer, Mr. & Mrs. Murphy, Mr. E. O. Blackburn, Mr. R. N. Neirp, Mr. Van Bonbrake, Mrs. J. R. Nixon, Mr. P. A. Bonnet, Mr. F. Ohta, Mr. K. Bottenheim, Mr. and O'Neill, Mr. J. J. Mrs. A. H. Otis, Mrs. George L. Bristol, Mrs. Otis, Mrs. W. C. E. W. Patrick, Mrs. W. C. Burdett, Mr. T. F. Patterson, Mrs. and Butler, Mr. A. H. Randolph, Mrs. Campbell, Capt. K. R. Reeves, Mr. Carter, Mr. H. B. Richardson, Mr. G. E. Coffin, Mrs. Robinson, Mr. S. J. Cunliffe, Miss Abbot, valet & maid Dawson, Com. Pudsey Robinson, Miss Denroche, Mr. P. C. Rolf, Mr. R. T. Drum, Miss Rolf, Mr. W. G. Drummond, Dr. Rolf, Mr. R. T. Earheart, Mr. A. H. O'H. Scudder, Miss Glendinning, Mr. H. Sheppard, Mr. P. C. Goddard, Capt. Stimming, Mr. H. Griffin, Major and Mrs. Slaven, Mr. D. Gulick, Mr. D. Smythe, Mr. A. J. Hall, Mr. R. J. Stoddard, Mr. L. B. Hart, Mr. A. J. Subal, Dr. Paul Henderson, Mr. F. Sullivan, Mr. H. R. Henneberger, Mr. and Swift, Mrs. Takawatsu, Mr. S. Taylor, Mr. B. Taylor, Mr. H. Benedict Hogg, Mr. H. H. S. Horsey, Mr. and Mrs. H. H. Wallow, Mr. R. Howard, Mr. T. J. O. B. T. and child Jeffreys, Major & Mrs. Watson, Mrs. Joseph, Mr. E. A. Wenyun, Mr. and Mrs. Kinghorn, Mr. W. F. Knight, Mr. C. H. Whiteley, Mr. & Mrs. W. Lansang, Mr. J. D. F. Whiteley, Miss Leggett, Mr. E. A. Whiteley, Mr. and Mrs. Levy, Mr. L. A. W. R. Rolf, Mr. and Mrs. Lord, Mr. H. R. Worfield, Mr. and Mrs. Mactod, Mr. and Mrs. Zuniga, Mr. J. M. de

EXCHANGE.

Hongkong, 12th January.
ON LONDON, Telegraphic Transfer, 1/11 5/16
Bank Bills on demand 1/11 1/16
Credits, 4 months sight 1/11 1/16
Dime, 4 months sight 1/11 1/16
ON BERLIN, (demand) 1/11 1/16
ON PARIS, Bank Bills on demand 1/11 1/16
Credits, 4 months sight 1/11 1/16
ON NEW YORK, Bank Bills on demand 1/11 1/16
Credits, 30 days sight 1/11 1/16
ON BOMBAY, Telegraphic Transfer 1/11 1/16
On demand 1/11 1/16
ON SHANGHAI, Telegraphic Transfer 1/11 1/16
Private, 30 days sight 1/11 1/16
ON YOKOHAMA, T.T. 1/11 1/16
Sovereigns, Bank's Buying Rate 1/11 1/16
Gold 100 touch, per ton 1/11 1/16
Bar silver 100 touch, per cent. 1/11 1/16
Dollars 100 touch, per cent. 1/11 1/16

The Share Market.

LATEST QUOTATIONS.

(January 12th.)

Companies.	Paid up Capital.	Latest quotations.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	347 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£2
Do. Founders	£ 1	£20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$57
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$112
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$24
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$330
China Fire Ins. Co., Ltd.	\$ 20	\$88
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$31
Indo-China Steam Navigation Co., Ltd.	£ 10	\$86
China & Manila S.S. Co., Ltd.	\$ 50	\$90
Douglas Steamship Co., Ltd.	\$ 50	\$51
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£9.15 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£9.10-
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	£4.15
Star Ferry Co., Ltd.	\$ 10	\$204
"Shell" Transport & Trading Co., Ltd.	£100	£240
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$120
Luzon Sugar Refining Co., Ltd.	\$100	\$474
Mining.		
Punjom Mining Co., Ltd.	\$ 6	\$64
Punjom Mining Preference Shares	\$ 1	\$1.30
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$4.40
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$124
Raub Altan Gold Mining Co., Ltd.	15s. 10d.	\$644
Oliver's Freehold Mines, Ltd.	\$ 5	\$9
Oliver's Freehold Mines, Ltd.	\$ 48	\$6
Great Eastern & Caledonian Gold Mining Co., Ltd. (Do. Preference)	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	540 1/2 premium
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$88
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$45 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$21
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$10.15
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$118
Kowloon Land & Building Co., Ltd.	\$ 30	\$28
West Point Building Co., Ltd.	\$ 50	\$40
Hongkong Hotel Co., Ltd.	\$ 50	\$124
Humphrey's Estate & Finance Co., Ltd.	\$ 50	\$9.25
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$50
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 55
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 65
Lau-kang-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 72 1/2
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 375
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 54
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$30
China-Borneo Co., Ltd.	\$ 15	\$15
A. S. Watson & Co., Limited	\$ 10	\$164
Watkins, Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 2	\$2
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 80	\$225
Geo. Fenwick & Co., Ltd.	\$ 25	\$50
Hk'ong Ice Co., Ltd.	\$ 25	\$135
Hk'ong High Level Tramways Co., Ltd.	\$100	\$145
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$15 buyers
Bell's Asbestos East-ern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agcy, Ltd.	\$ 4	\$2
United Asbestos Oriental Agcy, Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tsuyu Plank Co., Ltd.	\$ 5	\$5
Tobaru Planting Co., Ltd.	\$ 4	\$4

* BENJAMIN, KELLY & FORRE, Share Brokers.
Telegraph Address—"Rialto"
Telephone No. 146.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bermadogue, Mr. Louis Kofod, Capt. Bayne, Mr. H. F. R. Lee, Mr. J. E. Bruce, Admiral & Mrs. Longuet, Mr. and Mrs. and maid.
Bore, Mr. C. W. Martin, Mr. R. C. Clark, Capt. and Mrs. Mitchell, Mr. R. M. Mounsey, Mr. and Mrs. O'Gorman, Lt.-Col. The Dow, Mr. P. Peters, Dr. Marx.
Drozze, Mr. F. J. Haver, Pollock, Hon. H. E. Esdale, Colonel H. Pryne, Capt. H. V. Forbes, Mr. J. S. Rumsey, Comdr. R. M. Fraser, Lt.-Col. A. R. Smith, Mrs. Albert Gomez, Colonel E. H. Smith, Mr. A. Findlay Goss, Mr. Edward F. Stokes, Mr. A. G. Hallifax, Mr. and Mrs. Stokes, Mr. A. P. E. R. Thomson, Mr. O. D. Helm, Mr. H. L. Wardwell, Misses (2) Hillerbrand, Capt. Wardwell, Miss iburg, Mrs. Wheeler, Mr. G. H. John, Major G. R. St.

CRAGIENURN.

Clementi, Mr. C. Russell, Mr. & Mrs. E. F. Cottam, Mr. and Mrs. Simmonds, Mrs. J. P. and son.
Flynn, R. N. Rev. F. Snow, Lt. C. F. U.S.N.
Johnston, Mr. R. F. daughter
Lisbead, Mrs. Volpicelli, Consul O'Leary, Mrs. T. S. Volpicelli, Madame Simonds, Capt. C. B. Wilson, Mr. J. R. Wood, Mr. J. R. R.A.

OPIUM QUOTATIONS.

Hongkong, 12th January.
New Patna 927 1/2 per chest.
New Benares 924 1/2
New Malwa 890 per picul.
Old Malwa 890
Persian, paper tied 840/850
Best Quality 840/850

VESSELS IN PORT.

Steamers.
BENALDER, British steamer, 1,956, J. D. Satche, 8th Jan.—Moff 3rd Jan., Coals—Gibb, Livingstone & Co.
CHIVVEN, Chinese steamer, 1,211, W. G. Jamieson, 10th Jan.—Canton 9th January, General—C. M. S. N. Co.
DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.—Kutchinotzu 26th Dec., Coal—Siemssen & Co.
EMERSON, British steamer, 3,003, R. Archibald, R.N.R., 27th Dec.—Vancouver, B.C. 4th Dec., and Shanghai 24th, Mails and General—C. P. R. Co.
ESMERALDA, British steamer, 966, Blaxland, 10th Jan.—Manila 5th Jan., and Amoy 9th, General—Shewan, Tomes & Co.
HANOI, French steamer, 750, Pannier, 10th Jan.—Haiphong and Hoihow 9th Jan., General—A. R. Marry.
HONGKONG, French steamer, 739, Bastian, 27th Dec.—Haiphong and Hoihow 26th Dec., General—A. R. Marry.
KISUMU MARU, Japanese steamer, 2,459, W. Brady, 1st Jan.—Seattle Wash. 10th Jan., 25th Dec., Coal and General—Nippon Yusen Kaisha.
KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 11th Jan.—Swatow 10th Jan., General—Nippon Yusen Kaisha.
MENMUIR, British steamer, 1,980, S. J. George, 6th Dec.—Sourabaya and Cherbon 25th Nov., Sugar—Jardine, Matheson & Co.
MONKUT, British steamer, 859, M. G. Major, 10th Jan.—Bangkok 1st Jan., General—Butterfield & Swire.
PETRIANA, British steamer, 1,246, E. J. Hutton, 7th Jan.—Balik Papan 29th Dec., Oil—Order.
PIRA NANG, British steamer, 1,021, A. S. Calder, 10th Jan.—Bangkok 31st Dec., and Swatow 5th Jan., Rice and General—Yuen Fat Hong.
ST. PAUL, American steamer, 1,866, Hays, 10th Jan.—Manila 6th Jan., Ballast—Order.
SUISANG, British steamer, 2,164, E. J. Todd, 8th Jan.—Hongay 5th Jan., Coal—Jardine, Matheson & Co.
TAI CHEONG, German steamer, 828, H. Ahrens, 10th Jan.—Saigon 5th Jan., Rice and Rice-flour—Meyer & Co.
TAISANG, British steamer, 1,544, W. E. Sawyer, 9th Jan.—Shanghai 6th Jan., General—Jardine, Matheson & Co.
TATAGAMI MARU, Japanese steamer, 1,668, M. Tarnoe, 9th Jan.—Moff 4th Jan., Coal—Jefferies.
TETARTOS, German steamer, 1,578, T. Desler, 8th Jan.—Moff 3rd Jan., Coal—Siemssen & Co.
TRITOS, German steamer, 1,033, P. Lassen, 8th Jan.—Saigon 3rd Jan., Rice and General—Siemssen & Co.
TEINAN, British steamer, 1,459, O. Anderson, 2nd Jan.—Sydney and Melbourne 9th Dec., Coal and General—Butterfield & Swire.

Sailing Vessels.

KING ARTHUR, British ship, 1,562, Robertson, 1st Jan.—Cardiff 3rd August, Coal—Admiralty.
TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec.—Hongay 15th Dec.; Ballast—Sander, Wither & Co.
TULENKU, American schooner, 74, Melander, 2nd Jan.—Guam 13th Dec., Iron and General—Master.
VALE OF DOON, British bark, 669, J. Peterson, 15th Dec.—Rajang, Sarawak, N.B. 15th Nov., Hard-wood—Order.
WAKATANI, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast—Mr. F. W. Hall.
WM. H. CONNER, American ship, 1,421, J. T. Erickson, 14th Oct.—New York 7th May, and Rio Janeiro 11th July, Kerosine—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 12th, 1900.
Alacrity, despatch-vessel, 1,725 tons, 10 6-pd. q. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Singapore.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila.
Bacchus, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Hongkong.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.
Britis, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Capt. R. B. S. Wrey, Hongkong.
Daphne, sloop, 1,142 tons, 8 guns, 2,000 i.h.p., Comdr. C. W. Wingham, 4th Jan., Hankow.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Est, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 4,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hunter, steamship, 1,610 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Hongkong.
Kismet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Hongkong.
Phoenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wei.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.
Redpoll, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.
Sandsifter, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 3,500 i.h.p., Capt. A. C. Clarke, Hongkong.
Victory, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wiener, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 550 i.h.p., Lt. Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Alcon, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dmitri, Russian armoured cruiser, 5,833 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 16 guns, 3,500 h.p., Capt. Serebrannikoff, at Nagasaki.
Gremiatzky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.
Koryetzer, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Nagasaki.
Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 16 guns, 9,000 h.p., Captain Yenish, at Nagasaki.
Nayednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarin, at Nagasaki.
Otravny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Niedermiller, at Hongkong.
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostok.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barroff, at Nagasaki.
Sisoi Veliki, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Nagasaki.
Sivoutch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Vladimir Monach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchensky, at Che-mulpo.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguila, at Nagasaki.
Zabala, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Sheriff, at Nagasaki.
(1st and 2nd class).
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janitchik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podoransk, Russian torpedo boat, 23 tons, 1 gun, 160 h.p., 16 knots.
Sisla, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Soolchna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterfald, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.
Revel, 1st class Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes, 780 h.p., speed 22 knots.
Swaborg, 1st class Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes, 780 h.p., speed 19.7 knots.
Usur, Russian torpedo boat, 140 tons, 4 guns, 1,200 h.p., 22 knots.
Flagship of Rear-Admiral A. Alexieff.
Flagship of Rear-Admiral F. V. Dubossinoff.
Flagship of Rear-Admiral Renouff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Saigon.
Descurie, 2nd class protected cruiser, 4,000 tons, 36 guns, 631 i.h.p., Captain Philibert, Kwang-chow-wan.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,500 i.h.p., Capt. Aubin, at Kwang-chow-wan.
Kerassini, 3rd class cruiser, 1,343 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, Kwang-chow-wan.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Kwang-chow-wan.
Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Morat, at Saigon.
* Flagship of Vice-Admiral Courtejoles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, Hongkong.
Hansa, German cruiser, 6,400 tons, Capt. Pohl, Singapore.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.
* Flagship of Admiral Fritz.

THE AMERICAN SQUADRON.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Com. C. H. Arnold, at Manila.
Catala, U.S. gunboat, 1,370 tons, 1 gun, 1,550 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,777 tons, 8 guns, 2,199 h.p., Comdr. S. W. Vary, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Culgo, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Garlin, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naro, at Manila.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leuz, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser, at Manila.
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.
Solace, U.S. cruiser, 5,000 tons, Comdr. Deming, at Hongkong.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Comdr. W. T. Durwell, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at